

CLASSIFIED MESSAGE

DATE : 7 NOV 57

TOP SECRET

ROUTING

1	4
2	5
3	6

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION: OPS (1-2)

INFO : S/C (3)

TOP SECRET

OPERATIONAL IMMEDIATE

JHP

25X1A [REDACTED] 8051 (IN 29628) 1033Z 7 NOV 57 OPERATIONAL IMMEDIATE

PRECEDENCE

25X1A TO: [REDACTED]

CITE: [REDACTED]

25X1A

25X1A [REDACTED] 070939Z

25X1A 1. [REDACTED] 351, FLOWN 6 NOV 57.

2. INSOFAR AS EQUIPMENT OPERATION ALL COMPONENTS WORKED DURING

25X1D PERIODS INDICATED BY HBJ-100, HOWEVER, [REDACTED] 25X1D

25X1A [REDACTED] FROM [REDACTED] -5.

25X1A 3. [REDACTED] PERFORMANCE WAS SUPERIOR. HE EXPERIENCED FACE PLATE DIFFICULTIES THRU APPROXIMATELY THE FIRSH HALF OF THE MISSION. DURING THIS TIME THE FACE PLATE FOGGED UP SO DENSLY AT TIMES THAT THE INSTRUMENTS COULD NOT BE READ. THIS SITUATION WAS FINALLY OVER COME BY TURNING THE CABIN HEAT TO FULL HIGH. [REDACTED] PERFORMANCE SATISFACTORY WITH FUEL CONSUMPTION SLIGHTLY BELOW PROJECTED CURVE. 25X1A

4. FOLLOWING IS MOST SIGNIFICANT FINDING IN READ OUT OF [REDACTED]

A. INTENSE S BAND ACTIVITY BETWEEN 1015Z AND 1030Z.

B. HIGH AMPLITUDE X BAND ACTIVITY DURING SAME PERIOD.

C. FOR 2 OR 3 MINUTES DURING THIS PERIOD SIGNALS APPEARED ON BANDS 8 AND 9. SAME SIGNAL BOTH BANDS. COULD NOT BE CORRELATED WITH SIGNALS ON OTHER BANDS. THIS IS FIRST TIME THIS SIGNAL HAS BEEN

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25X1A

8051 (IN 29628)

PAGE TWO

25X1A

25X1A

EXPERIENCED BY [REDACTED] PERSONNEL, [REDACTED] AND ASSOCIATES HAVE DONE
EXCEPTIONALLY FINE JOB IN ATTAINING OPERATIONAL CAPABILITY WITH
[REDACTED] SINCE ARRIVING [REDACTED]

25X1A
25X1A

5. ONE DISCREPANCY IN FLIGHT PLANNING FOR SUBJECT MISSION POINT
M WAS NOTED ON OUR FLIGHT PLAN 60 NM SHORT OF INTENDED POINT. THIS
RESULTED IN TRACK BEING APPROXIMATELY 30 MILES TO LEFT OF DESIRED
TRACK BETWEEN POINTS M AND O.

END OF MESSAGE

TOP SECRET

TOP SECRET